

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

CD NO.

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(LISTED BELOW)

**SUPPLEMENT TO
REPORT NO.**

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1. Gds Genmajor SHAROV, chief of the SMA of the State of Brandenburg, by Order No 2714 of 11 October 1949 ordered the reconstruction of the Elbe River bridge near WITTENBERGE (M 53/Y 69). *

2. Bridge data (for both railroad and road sections of bridge):

a. Pinpoint location: (5259 N/1145 E) 800 meters south of WITTENBERGE, (kilometer station 51.130 on the STENDAL - WITTENBERGE railroad line).

b. When located in a city, street names leading to bridges:

c. Length: About 1,000 meters

d. Width: About 12 meters

e. Height above river: 8 to 12 meters

f. Type of construction: Steel bridge, Warren truss girder. Stone piers and abutments. 13 piers, 14 spans (1 x 41.1 m, 11 x 55.2 m, 1 x 84.0 m, 1 x 37.26 m).

2. State of repair: Kind of destruction: See Annex 1.
Span No 13 between piers XII and XIII over navigable channel
of the Elbe River demolished in the middle.
Pier No XIII heavily damaged.

Superstructure of span No 14 almost completely demolished. Pier No XIII was reconstructed, the destroyed bridge section was replaced by military bridge equipment (the improved Roth (R) system with spans of 86 and 37 meters. (so-called permanent emergency bridge)).

h. Conspicuous adjacent landmarks: None.

1. Load capacity: of southern bridge lane: for heaviest tanks.

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-2-

SMA to the German Economic Commission (DWK) that, for the time being, only the roadway but not the railroad track of the bridge is to be reconstructed. The ordered construction work is to make the bridge serviceable for heaviest tanks and is scheduled to be completed by 31 December 1949 at the latest.

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3. ☐ Comment:

The bridge is a two-lane railroad bridge over the Elbe River on the STENDAL- WITTENBERGE line (one track on each lane).

The bridge section over the navigable channel of the River was demolished in 1945. The two lanes of the bridge were reconstructed in a makeshift way at the end of 1948. Railroad operations were resumed on the track of the northern bridge lane; the southern lane, which had a plank floor, was released to road traffic. (see Annex 2). In the ordered reconstruction work this plank road, now three meters wide, is to be widened and increased to make it serviceable for heaviest tanks (see Annex 3).

- 3 Annexes:
1. Sketch of the demolished bridge section
 2. Reconstructed bridge sections
 3. Diagram of the planned reinforcement of the roadway.

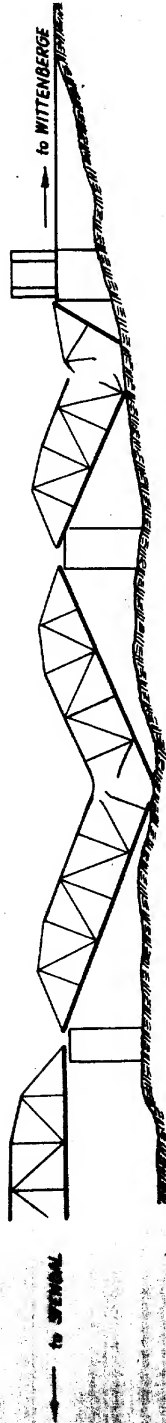
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SECRET Annex 1 to

Elbe River Bridge near Wittenberge

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Sketch of the demolished bridge section



- 12 -	XII	55 meters	pier heavily damaged
- 13 -	XIII	86 meters (navigable channel) 84 meters	heavily damaged
- 14 -		41 meters	superstructures almost entirely destroyed

Elbe River

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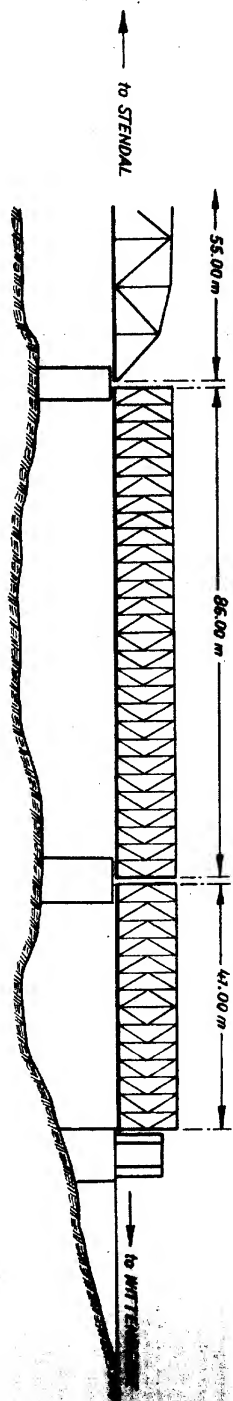
Ube River Bridge near WITTEBERGE

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Annex 2 to

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Reconstructed bridge sections



Not to scale

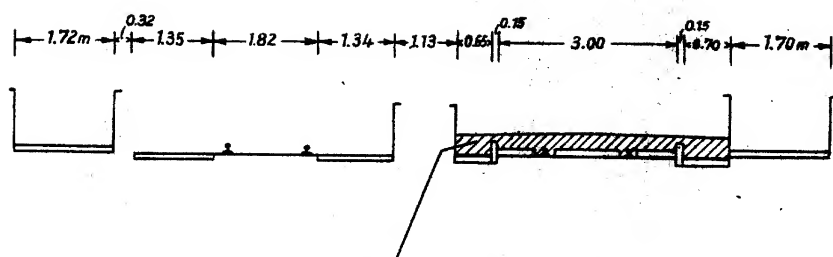
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Elbe River Bridge near WITTENBERG

Diagram of the planned reinforcement of the roadway



reinforcement of the section
of the roadway previously
covered with planking

Scale 1:100

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